2009 STP/CMAQ Regional Competition Application

This application is available on the Puget Sound Regional Council website at http://www.psrc.org/projects/tip/index.htm.

****Please read all of the text in this section before completing this application****

Important notice:

The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project's suitability for regional funding may be compromised if the application is found to have omissions or inaccuracies. In addition, sponsors of projects recommended for funding as a result of the competition should be aware that their application could be used in the future to evaluate the status of a project if it fails to comply with the requirements of the Puget Sound Regional Council's (PSRC) Project Tracking program.

Projects receiving funding as a result of this competition:

Funding distributed as a result of the 2009 STP/CMAQ Regional Competition is awarded to projects of regional priority, not to the sponsoring agency itself. Sponsors of projects that receive funds from this competition will be required to submit a more detailed TIPMOD or TIPNEW application, which will be due to the PSRC on July 7, 2009. Please note that these sponsors will also be asked to certify that they will comply with the conditions of the PSRC's Project Tracking Program, as a condition of accepting regional funding. Failing to comply with this condition, and/or with the conditions established in the PSRC's Project Tracking Program, may eventually result in the loss and/or transfer of funds to another regional priority project.

14-page limit:

You may use additional pages if necessary; however, please be as brief as possible and limit your application to a total of fourteen (14) pages, plus map(s) and/or other required supporting documents.

Email submissions are preferred:

Attach your completed application to an email and send it to TIPRPEC@psrc.org. Please name the file "**STPCMAQ Competition-[agency]-[project title]**". If you are unable to email the application, please mail a copy of the electronic file on diskette or CD, and fax or mail a corresponding paper copy. Electronic copies of all applications are required, as they will be posted to the PSRC's web site. Mailed materials should be sent to: Chris Peak, Puget Sound Regional Council, 1011 Western Avenue Ste. 500, Seattle, WA 98104-1035 and/or faxed to 206-587-4825, Attn: Chris Peak. For questions or to confirm receipt of your application, contact Chris Peak at 206-464-7536 or cpeak@psrc.org. All applications must be submitted by **April 10, 2009.**

Definition of a project:

For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If the project contains multiple components, the sponsor must clearly indicate how they are logically connected to one another. A project with multiple geographic locations must demonstrate their functional relationship (for example, signal coordination work in various locations tied together through a traffic control center). **Note: a project may request only one funding source – either STP or CMAQ, but not both.** If you have questions please contact Kelly McGourty at 206-971-3601 or kmcgourty@psrc.org.

PROJECT DESCRIPTION INFORMATION

1	**Project title:** South Lake Union Mercer Corridor Improvements (Mercer East) For roadway project titles: list facility name, limits, and any other identifying words, e.g., SR-520 HOV (104th Ave NE to 124th Ave NE).
2	**Destination 2030 ID#:** 967 To be eligible for federal funding, a project must be in, or consistent with, *Destination 2030,* the region's Metropolitan Transportation Plan (MTP). To confirm whether your project is specifically listed in *Destination 2030*, refer to Appendix 9 of *Destination 2030* at http://www.psrc.org/projects/mtp/d2030plan.htm. For assistance or questions regarding these issues, contact Kimberly Scrivner at 206-971-3281 or kscrivner@psrc.org.
3	a. **Sponsoring agency:** Seattle b. Co-sponsor(s) if applicable: **Important:** For the purposes of this application and competition, "co-sponsor" refers to any agency that would receive a portion of the funding if the requested grant were to be awarded. c. Does sponsoring agency have "Certification Acceptance" status from WSDOT? ☒ Yes ☐ No d. If not, which agency will serve as your CA sponsor? (refer to WSDOT's Local Agency Guidelines Manual for information on CA status: http://www.wsdot.wa.gov/ta/operations/lag/LAG13.pdf
4	**Project contact person:** Amy Patton Address: 700-5th Ave, PO Box 34996, Seattle, WA 98124-4996 Phone: 206.684.5013 Fax: 206.470.6944 Email: amy.patton@seattle.gov

5 **Project description.** Please distinguish between the scope of the project and the justification and/or need for the project.

a. **Project scope:** Please describe clearly and concisely the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.

Construction of a 2-way Mercer Street between Fairview and Dexter and traffic calming on Valley St resulting from removal of major westbound traffic. Construction elements include roadway and sidewalk construction, lighting, signals, signage, drainage, water, sewer, electrical, landscaping and urban design improvements throughout the corridor.

b. **Project justification, need or purpose:** Please explain the intent, need or purpose of this project. What is the goal or desired outcome?

Improve access to four (4) regional growth centers (South Lake Union, Uptown, Downtown Seattle and First Hill/Capitol Hill) and one (1) regional manufacturing/industrial center (Ballard/Interbay) through elimination of the circuitous weave created by the existing Fairview-Valley-Broad route for westbound traffic from I-5. A more direct route to these areas will be provided. The project will provide improvements to safety and mobility as well as regional and local access to/through/from I-5 and the South Lake Union Regional Growth Center for all modes of transportation including autos, bikes, pedestrians, freight and transit.

The improvements create a two-way Mercer Street (currently one-way eastbound), complementing the new South Lake Union Streetcar and implementing a number of other transit, pedestrian and bicycle improvements that taken together:

- reconnect South Lake Union and Uptown to the rest of the City;
- untangle streets that create barriers in the middle of Seattle;
- improve mobility for people in regional and local growth centers, including Queen Anne, Capitol Hill, Eastlake, Magnolia, Fremont and Ballard, that use this corridor;
- promote transit, walking, and biking; and
- continue a smooth flow of freight and people through the corridor.

A two-way Mercer and narrow Valley Street will:

- Provide a direct route from I-5 and SR-99 into and through South Lake Union;
- Improve a key alternative route to Downtown Seattle, Seattle Center and surrounding neighborhoods during Alaskan Way Viaduct construction;
- Improve travel time from I-5;
- Remove barriers, such as turn restrictions, and make it easier to get around by car, truck, foot, or bike;
- Support transit use through convenient pedestrian access and a street network that allows east-west transit service;
- Connect bicyclists from Eastlake to Dexter with new lanes on Valley and Roy streets;
- Connect surrounding neighborhoods to Lake Union Park with a pedestrian-friendly Valley Street;
- Support the City's economic development and livability goals for South Lake Union.

6 **Project location:** Mercer Street

a. County(ies) in which project is located: King

Answer the following questions if applicable:

b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad):
Fairview Ave N

c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad):
Dexter Ave N

7	**Map:** 1. Include a legible 8½" x 11" project map with the completed application form. 2. Include a legible vicinity map with the completed application form (may be smaller than 8½" x 11"). **Note:** If unable to send the map electronically, mail a copy on diskette and provide a paper copy by fax or mail.
8	**Federal functional classification code** (Please select only one code using the table below) For assistance determining functional classification, contact Stephanie Rossi at 206-971-3054 or srossi@psrc.org. **Important:** A roadway must be approved on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects on a roadway with a functional classification of 09, 19, 29, or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as "00". Examples of exceptions: • Any bicycle and/or pedestrian project. • Projects not on a roadway and using CMAQ or other funds • Any transit project, including equipment purchase and park-and-ride lot projects.

Rural Functional Classifications "Under 5,000 population" (Outside federal-aid urbanized and federal-aid urban areas)	Urban Functional Classifications "Over 5,000 population" (Inside federal-aid urbanized and federal-aid urban areas)
☐ **00** Exception	☐ **00** Exception
☐ **01** Principal Arterial - Interstate	☐ **11** Principal Arterial – Interstate
☐ **02** Principal Arterial	☐ **12** Principal Arterial – Expressway
☐ **06** Minor Arterial	☒ **14** Principal Arterial
☐ **07** Major Collector	☐ **16** Minor Arterial
☐ **08** Minor Collector	☐ **17** Collector
☐ **09** Local Access	☐ **19** Local Access
☐ **21** Proposed Principal Arterial – Interstate	☐ **31** Proposed Principal Arterial – Interstate
☐ **22** Proposed Principal Arterial	☐ **32** Proposed Principal Arterial – Expressway
☐ **26** Proposed Minor Arterial	☐ **34** Proposed Principal Arterial
☐ **27** Proposed Major Collector	☐ **36** Proposed Minor Arterial
☐ **28** Proposed Minor Collector	☐ **37** Proposed Collector
☐ **29** Proposed Local Access	☐ **39** Proposed Local Access

PLAN CONSISTENCY INFORMATION

Note: Cities, towns, and counties seeking federal funds managed by the PSRC may submit an application only if their comprehensive plan has been certified by the PSRC. Any other agency (e.g., transit agency, WSDOT, tribal nation, etc.) must show that its project is consistent with the applicable city and/or county comprehensive plan(s). The project also must be consistent with *VISION 2040, the growth management, environmental, economic and transportation strategy for the central Puget Sound region (*http://www.psrc.org/projects/vision/pubs/vision2040/index.htm*),* and with *Destination 2030*, the central Puget Sound region's Metropolitan Transportation Plan (http://www.psrc.org/projects/mtp/d2030plan.htm). To obtain hard copies, please contact the PSRC's Information Center at 206-464-7532 or infoctr@psrc.org. For questions about consistency and certification, contact Yorik Stevens-Wajda at 206-971-3276 or ystevens@psrc.org. For questions regarding centers, contact Ben Bakkenta at 206-971-3280 or bbakkenta@psrc.org.

9	**Consistency with adopted *VISION 2040* and *Destination 2030*** **Note:** The questions in this section must be answered by all applicants. If you need assistance, please contact staff at the local jurisdiction in which the project is located. Information on the current certification status of a local plan is available on the PSRC's web site at www.psrc.org/projects/planreview/ppr_status.htm.
	a. Indicate the current certification status of the local comprehensive plan's transportation element. Note: Select only one from the drop-down box below and provide the most recent date of certification action. If you select "Not Certified," leave the date field blank. • Certification Status: Certified

- Date of certification action (mm/dd/yy): 06/02

b. Please check all boxes that apply to the project's location. If portions of the project are located in more than one of the locations listed, please check all appropriate boxes.

☐ The project is located outside the designated urban growth area.
(Refer to Map of Urban/Rural Boundaries at http://www.psrc.org/projects/tip/applications/reference.htm for more information.)

☒ The project is located within the designated urban growth area.

☒ The project is located within one or more formally designated regional growth or manufacturing/industrial centers.
(Please identify the center(s) in the space below; refer to http://www.psrc.org/projects/monitoring/rgc.htm for more information.)

South Lake Union Regional Growth Center

c. Is the project specifically identified in a local comprehensive plan?

☒ Yes. Indicate (1) plan name, (2) relevant section(s), and (3) page number where it can be found:
1) Seattle's Comprehensive Plan

2) Neighborhood Plan Element, Section B-28, pg 8.156, Transportation Policy SLU-P25

Capital Facilities Appendix, Section D, pg CF-A48, South Lake Union Transportation Improvements

☐ No. Describe how the project is consistent with the applicable local comprehensive plan, citing specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

REGIONAL PROJECT EVALUATION

Important: Projects will be evaluated and scored based on the information provided in Parts 1 and 2 which follow. Refer to the "Regional Project Evaluation Criteria" (Section 3 of the STP/CMAQ Regional Competition Call for Projects) for guidance, examples, and details on scoring, before completing these sections of the application.

Instructions:
- Part 1: Choose the one project category that best fits your project and complete the corresponding section A, B, or C.
- Part 2: Complete all three sections in Part 2 (sections D, E, and F).

Part 1: Category Specific Questions (70 Points STP, 50 Points CMAQ)

10. Select one of the following three categories that best fits your project and follow the corresponding instructions:

☒ Designated Regional Growth Center: Complete section A and proceed directly to Part 2.

☐ Manufacturing/Industrial Center: Complete section B and proceed directly to Part 2.

☐ Corridors Serving Centers: Complete section C and proceed directly to Part 2.

Note: Please refer to Attachment 6 of the Policy Framework (Section 2 of the STP/CMAQ Regional Competition Call for Projects) for a map of designated urban and manufacturing/industrial centers. An updated map is also available on the PSRC website at http://www.psrc.org/projects/tip/applications/reference.htm. For questions regarding the designation of a specific center, contact Ben Bakkenta at 206-971-3280 or bbakkenta@psrc.org.

Information on the 2005 adopted Regional Economic Strategy and the targeted industry clusters, including definitions and maps of the clusters, may be found on the Prosperity Partnership website at http://www.prosperitypartnership.org/clusters/index.htm. For questions regarding these topics, contact Chris Strow at 206-971-3051 or cstrow@psrc.org.

A. Designated Regional Growth Centers

Instructions: Complete this section (questions 11-13) if you selected "Designated Regional Growth Centers" in question 10, and then proceed directly to Part 2. Do not complete Sections B or C.

11. Regional Growth Center Development. Please address the following:

- Growth. Describe how the project will support the potential for housing/employment densities in the center. Describe how the project will support the development/redevelopment plans and activities of the center.
- Plans and Policies. Describe how the project furthers the objectives and aims of existing policies for the center; please provide a citation and copy of the corresponding policies.
- Regional Economic Strategy. Describe whether the project helps to create or sustain jobs in the targeted industry clusters within the center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

Growth: The Mercer Corridor project will support the creation of over 50,000 new jobs and over 22,000 new households in 4 regionally designated growth centers and 1 regional manufacturing and industrial center. The South Lake Union Center, where the project is located, is projected to add 20,000 new jobs and up to 10,000 new housing units by 2030, and is in transition from an underdeveloped area to a vibrant mixed-use community that will include more family-wage jobs, a new park, and housing for a range of income levels.

The Mercer St project supports this growth by improving circulation and encouraging and supporting a pedestrian-oriented development pattern. It makes improvements on 5 arterial streets in the South Lake Union neighborhood, including Mercer, Valley, Fairview, Westlake and 9th Avenue. The project is a key part of Seattle's plan to create a livable, walkable, 24/7 Center City that entices residents, employees and visitors to stroll the streets, visit restaurants and shops, and spend time in the parks.

Of the housing units open or under construction in South Lake Union in 2004, 30% were affordable or subsidized and 70% were market rate. Citywide, 7% of housing units are affordable or subsidized and 93% are market rate. As the area redevelops, providing safe and convenient alternatives to driving will help residents meet their travel needs without a car. The project complements the new South Lake Union Streetcar which will be part of an extended streetcar network and currently connects the Regional Growth Center to Downtown Seattle at Westlake Center Transit Hub. The existing traffic volume on Mercer St. is 39,400 vehicles per day.

Plans and Policies:
The Mercer Corridor project will directly address goals and policies in the Seattle Comprehensive Plan for the South Lake Union Regional Growth Center. It also directly responds to policies in PSRC's adopted Destination 2030 plan.

Seattle's Comprehensive Plan - Neighborhood Planning Element - Section B 28 - South Lake Union
SLU-G6 A livable, walkable community that is well served by transit and easy to get around by foot, bike or transit.
SLU-G7 A transportation system that provides safe, convenient access to businesses, residences, and other activities in the neighborhood.
SLU-G8 A well-connected neighborhood with bicycle, pedestrian, waterborne and vehicular access to adjacent neighborhoods.
SLU-G9 A neighborhood with principal arterials that move people and freight efficiently through the neighborhood, support local access, and provide circulation for all modes.
SLU-P18 Promote a system of safe pedestrian and bicycle connections linking key activity areas and destinations, such as open spaces, schools and arts facilities.
SLU-P22 Explore transportation improvements to link South Lake Union with its surrounding neighborhoods.
SLU-P24 Create a street network that enhances local circulation and access for all modes of travel by balancing the need to move people and freight efficiently through the neighborhood with the need for increased accessibility and safety for pedestrians and bicyclists.
SLU-P25 Encourage improvements to Mercer and Valley Streets that support development of South Lake Union Park, improve neighborhood circulation for all modes, and move people and freight efficiently through this corridor.
SLU-P42 Encourage careful stewardship of water quality in Lake Union, including strategies to improve the quality of water flowing into the lake.
SLU-P46 Seek to increase tree coverage, reintroduce native plant species into the neighborhood and provide for additional wildlife habitat appropriate to the urban environment.

Destination 2030 RE-7.6 Promote economic opportunity by encouraging employment growth in all centers, and foster strength and sustainability by supporting centers-based economic strategies identified in local comprehensive plans and countywide planning policies.
RG-1.9 Encourage growth in compact, well-defined urban centers which: (1) enable residents to live near jobs and urban activities: (2) help strengthen existing communities; and (3) promote bicycling, walking and transit use through sufficient density and mix of land uses. Connect and serve urban centers by a fast and convenient regional transit system. Provide service between centers and nearby areas by an efficient, transit-oriented, multi-modal transportation system.
RT-8.38 Support opportunities to redevelop the road system as multimodal public facilities which accommodate the needs of pedestrians, cyclists, transit, high-occupancy vehicles, automobiles and trucks.
RE-7.12 Through broad participation of the private sector and major institutions, identify transportation requirements and improvements necessary to sustain and enhance existing economic activity in the region and promote accessibility to and within all centers for people, information, and goods.
RE7.13 Identify the transportation requirements of leading and emerging sectors of the regional economy, and develop a multi-modal transportation system that recognizes the distinctive needs of all business sectors of the regional economy to move goods, people and information within and through the region.
RE-7.15 Maintain and enhance the economic viability of centers and compact communities by improving accessibility to commercial and retail sector activities and promoting circulation of goods and people.

Regional Economic Strategy: The Mercer Corridor project will help retain approximately 245,000 existing jobs and support the creation of over 50,000 new jobs in 4 regionally designated growth centers and 1 regional manufacturing and industrial center. The South Lake Union center, where the project is located, contains about 20,000 existing jobs and is projected to double employment, adding 20,000 new jobs by 2030. The Mercer project is a major component of the overall economic development strategy of the South Lake Union Regional Growth Center.

The Mercer Corridor project will support growth of the Information Technology cluster by serving employers such as Amazon.com, which is building the new headquarters campus in South Lake Union, Microsoft and Real Networks. When complete the project will support transportation to and from the Gates Foundation - a worldwide charitable organization.

Additionally, the project will support growth in the Life Sciences cluster, in a nationally recognized Biological Technology/Life Sciences Center. The project is supported by a number of key medical and bio-medical research facilities in the South Lake Union Regional Growth Center, including the UW Medical Center, Fred Hutchinson Cancer Research Center, Seattle Biomedical Research Institute and Group Health Cooperative. Developers and property owners are actively supporting and funding the project, contributing over $31 million in direct cash contributions. They have also offered to purchase right-of-way and surplus property related to the project to create an additional $20 to $44 million in revenue for the project. These private partners believe that the Mercer Street Corridor Improvement project is a key element in creating a vibrant community.

The South Lake Union Regional Growth Center is home to several of Washington State's biggest attractions for the Visitors and Tourism cluster, including the Space Needle, Seattle Center, Experience Music Project and Lake Union. Fixing the "Mercer Mess" is a key project for the region's growth in this cluster given the enormous volumes of tourists and visitors frequenting the Seattle Center and other attractions. The Mercer project will support the Prosperity Partnership's strategy to attract more tourists, including groups and corporate travelers, provide a more satisfying experience for visitors, and communicate the sector's economic reach and benefits to key audiences. The project will provide direct access for visitors using the Port of Seattle's Cruise Terminals at Bell Street and Interbay and improve access to the Olympic Sculpture Park, Lake Union Park, Myrtle Edwards Park and Seattle's Waterfront.

The Mercer Corridor project is also a key component in Seattle's effort to improve transportation linkages to its manufacturing, industrial, logistics and trade employment areas. The Mercer Corridor project will improve access to the Ballard-Interbay Manufacturing Industrial Center as well as other maritime facilities along Lake Union.

12. Project's Benefit to the Regional Growth Center. Please address the following

- Long-Term Benefit. Does the project remedy a current or anticipated problem (e.g. congestion, incomplete sidewalk system, inadequate transit service/facilities, modal conflicts and/or the preservation of essential freight movement)? Please describe.

- User Groups Supported. Describe the user groups that will benefit from the project (including commuters, residents, commercial users, those groups identified in the President's Order for Environmental Justice[1] and/or areas experiencing high levels of unemployment or chronic underemployment).

Long-Term Benefit: The City of Seattle has been attempting to remedy the Mercer Mess for over 40 years. The project will provide long-term benefits by addressing transportation needs through 2030. This project will improve congestion and complete the sidewalk system. It will rebuild streets, non-motorized facilities and public utilities. It will provide sustainable infrastructure that will provide long-term environmental, community development and economic benefits. Together with the South Lake Union Streetcar, transit service is improved and essential freight movement will be preserved as the project turns a one-way street into a two-way street.

User Groups Supported: Groups served include a range of income levels. Two out of three census tracts that cover the project area have poverty levels higher than the citywide level. In one census tract within the Center, 40% of the population is below the poverty level, compared to 12% citywide. Groups that will benefit from this project include commuters, residents and commercial users. South Lake Union is projected to add 20,000 new jobs and up to 10,000 new housing units by 2030, and is in transition from an underdeveloped area to a vibrant mixed-use community that will include more family-wage jobs, a new park, and housing for a range of income levels. The Mercer Corridor project supports increased housing and employment growth, density and diversity in a Regionally Designated Growth center by improving circulation and encouraging and supporting a pedestrian-oriented development pattern. Of the housing units open or under construction in South Lake Union in 2004, 30% were affordable or subsidized and 70% were market rate. Citywide, 7% of housing units are affordable or subsidized and 93% are market rate. Safe and convenient alternatives to driving will help residents meet their travel needs without a car.

Other users include the nationally and worldwide significant Gates Foundation. Additional users are the massive volumes of visitors and tourists who come to the Center which is home to the Seattle Center, Lake Union, and other major attractions which have regional as well as statewide signficance. Improved circulation to these major attractions is critical to the redevelopment and vitalization of this Center.The project will provide improved traffic flow by making Mercer two-way which will benefit freight circulation.

13. Circulation within the Regional Growth Center. Please address the following.

- Safety and Convenience. Describe how the project improves safe & convenient access to major destinations within the center.
- Intermodal Opportunities and Connections. Describe how the project will improve circulation and enhanced opportunities for active transportation within the center for people and/or goods regarding (address each relevant area): walkability, public transit access, public transit speed and reliability, safety & security, bicycle mobility, bicycle facilities, streetscape improvements, traffic calming, preservation of essential freight movement and/or other.
- Travel Choices. Describe how the project provides users (e.g. employees, residents, customers) a range of travel modes or provides a "missing" mode.
- System Continuity. Describe how the project completes a physical gap or provides an essential link in the transportation network.
- Parking. If the project has a parking component, describe how it has been designed to be compatible with a pedestrian oriented environment, including any innovative parking management tools.

Safety and Convenience - Pedestrian and bicycle safety and convenience will be improved by the traffic calming measures, dedicated bike lanes, curb bulbs and medians. For general traffic, there are several high collision locations in the area both intersection and mid-block locations. For many years, the intersection of 9th and Mercer topped the list as the worst in the City in terms of collisions. This location experiences collisions between the two lanes of traffic making the dual left from southbound 9th onto eastbound Mercer. This dual left movement will be substantially redesigned by the Mercer project, with new geometry, channelization, signing and signalization.

The new design may reduce the number of rear end collisions expected along Mercer St. Traffic calming measures will reduce vehicle speeds along the route. Generally this will reduce the chance of rear-end collisions.

Collision numbers on Valley Street are expected to be reduced between Westlake and Fairview Aves by implementing traffic calming features and reducing volumes. This will improve safety for users of Lake Union Park and transit users crossing Valley St to access the South Lake Union Streetcar station at Lake Union Park.

[1] The President's Order for Environmental Justice states "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations."

Intermodal - The project improves circulation and enhances opportunities for people and goods. Safe convenient access for pedestrians will be provided by constructing new and wider sidewalks on Mercer and Valley Streets. Additionally traffic will be calmed and crossing distances reduced for pedestrians by providing curb bulbs at key intersections. A sense of place and improved security will be established by the streetscape features including landscaped medians, street trees and pedestrian-scale lighting. Connectivity to the South Lake Union Streetcar will be improved dramatically and the project will allow for east-west future implementation of transit service along Mercer connecting the Uptown, South Lake Union and First Hill/Capitol Hill regional growth centers.

Mercer improvements will contribute to drastic improvement in circulation within the Center. The South Lake Union Regional Growth Center is being completely redeveloped and is quickly becoming and major employment and residential center. The 5 arterials improved by the Mercer Corridor project are key corridors for circulation within the center for all modes. The project will create a livable, walkable neighborhood, giving residents, businesses, visitors and employees a sense of place.

Travel Choices - The project provides safe and convenient access for residents, employees and visitors by improving pedestrian, bicycle, transit facilities and connections. The project complements the new South Lake Union Streetcar, which serves a much needed transit connection with Downtown Seattle at the Westlake Transit Hub and allows for the future implementation of east-west transit service in the Mercer Corridor.

System Continuity - The project fixes the 40 year old Mercer "Mess". It is the primary goal of this project to provide system continuity. When completed, the Mercer Corridor Improvements will improve access through South Lake Union to areas such as Seattle Center, Fremont, Interbay, Ballard, Eastlake, Queen Anne, and Magnolia. It will eliminate the circuitous weave created by the existing Fairview-Valley-Broad route for westbound traffic between I-5 and SR-99. A more direct route to these areas will be provided. The project will provide improvements to safety and mobility as well as regional and local access to/through/from I-5, SR-99 and the South Lake Union Regional Growth Center for all modes of transportation including autos, bikes, pedestrians, freight and transit.

Parking - the project will provide an organized parking management approach which will benefit users. The project will provide a net increase in on-street parking throughout the project area of approximately 45 stalls. Further, the project supports growth in commercial and residential development within and adjacent to the project area. This redevelopment will ultimately result in the availability of more off-street parking.

B. Manufacturing/Industrial Centers

Instructions: Complete this section (question 14) if you selected “Manufacturing/Industrial Centers” in question 10, and then proceed directly to Part 2. Do not complete Sections A or C.

14. Mobility and Accessibility. Please address the following:

- Freight Movement. Describe how the project provides opportunities for freight movement.
- Growth Plans and Policies. Describe how the project will benefit or support the development of the manufacturing/industrial center.
- System Continuity. Does the project complete a physical gap, provide an essential link, or remove a barrier in the Freight & Goods component of the Metropolitan Transportation System (See Destination 2030, Technical Appendix 4)? Please describe.
- Safety. Describe how the project improves safety and reduces modal conflicts to help achieve a “seamless” system.
- Improved Commute Access. Describe how the project improves access for one or more modes to major employment sites or access to residential areas outside the center, including opportunities for active transportation.
- Trip Reduction. How does the project promote Commute Trip Reduction (CTR) opportunities?
- User Groups Supported. Describe the user groups (e.g. employees, customers, modal carriers, those identified in the President’s Order for Environmental Justice and/or areas experiencing high levels of unemployment or chronic underemployment) that will benefit from the project.
- Regional Economic Strategy. Describe how the project helps to create or sustain jobs in the targeted industry clusters within the center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

C. Connecting Corridors

Instructions: Complete this section (questions 15-17) if you selected "Corridors Serving Centers" in question 10, and then proceed directly to Part 2. Do not complete Sections A or B.

15. Benefit to Regional Growth or Manufacturing/Industrial Center. Please address the following:

- Growth Plans and Policies. Describe how this project will benefit or support the housing and employment development of a regional growth and/or manufacturing/industrial center(s). Does it support multiple centers?
- Travel Choices. Describe how the project provides a range of travel modes to users traveling to centers, or if it provides a missing mode.
- User Groups Supported. Describe the user groups that will benefit from the project, including commuters, residents, commercial users, those groups identified in the President's Order for Environmental Justice and/or areas experiencing high levels of unemployment or chronic underemployment).
- Regional Economic Strategy. Describe whether the project helps to create or sustain jobs in the targeted industry clusters within a center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

16. System Continuity. Please address the following:

- Serving Centers. Describe how this project provides a "logical segment" that links to a regional growth or manufacturing/industrial center.
- Missing Link. Describe how the project fills in a missing link or removes barriers to a center.
- Congestion Relief. Describe how this project will relieve pressure or remove a bottleneck on the Metropolitan Transportation System and how this will positively impact overall system performance.

17. Long-term Benefit/Sustainability. Please address the following:

- Efficiency. How does this project support a long-term strategy to maximize the efficiency of the corridor? Describe the problem and how this project will remedy it.
- Safety. Describe how this project improves safety and/or reduces modal conflict, and provides opportunities for active transportation.

PART 2: QUESTIONS FOR ALL PROJECTS

Instructions: Once Section A, B, or C in Part 1 has been completed, complete all of Part 2 (questions 18-21).

D. Air Quality and Climate Change (20 Points STP, 40 Points CMAQ)

18. Describe how your project will reduce emissions. Include a discussion of the population served by the project – who will benefit, where, and over what time period. Projects may have the potential to reduce emissions in a variety of ways, depending on the type of project. Please provide the requested information if your project contains the elements listed below:

- Diesel retrofits: Describe the types and numbers of vehicles, vessels, or equipment involved, how often they are used, where they are used, how much fuel is consumed annually and when the retrofits will occur.
- Roadway capacity (general purpose and high occupancy vehicles): Describe the roadway and travel conditions before and after the proposed project, including average daily traffic and travel speeds. Describe the potential for multimodal connections, shorter vehicle trips, etc.
- Transit (park-and-ride lots, new or expanded transit service, transit amenities, etc.): What is the current transit ridership in the project area? What are the current transit routes serving the project area? If a park-and-ride lot,

how many stalls are being added? Describe how the amenities (or other components of the project) are expected to encourage new transit ridership and shift travel from single occupant vehicles to multimodal options. What is the average trip length for a new rider?

- Bicycle and/or pedestrian facilities: What is the length of the facility? What are the connections to other nonmotorized facilities and to the larger nonmotorized system? Describe the expected travel shed (i.e., land use and population surrounding the project).
- Signalization and other ITS improvements: Describe the existing conditions in the area (i.e., level of service, average daily traffic, etc.), and describe how the project is expected to improve traffic flow (increase speed, reduce idling, remove accidents, etc.). Is there a significant amount of truck traffic (i.e. freight movement) on the facility? Does the project improve traffic flow for particular modes, e.g. HOVs, or types of vehicles, e.g. freight trucks?
- Alternative fuels/vehicles: Describe the change in fuel or vehicle technology. How many vehicles are affected? What are the current conditions?
- Other: Describe how your project has the potential to reduce emissions through technology, improved management or other means, e.g. “no idling” signage & enforcement, auxiliary power units to operate heating, cooling & communications equipment, truck stop electrification, etc.

The Mercer Corridor project is a critical part of Seattle's strategy to create a vibrant, livable and walkable community in South Lake Union. This is part of Seattle's overall goal of creating a sustainable community and reducing greenhouse gas emissions. By 2030 South Lake Union will be home to over 36,000 jobs and over 10,000 housing units in a mixed-use, high-density neighborhood with schools, shopping, cultural and recreational facilities all accessible by walking, biking and transit. South Lake Union is located adjacent to Downtown Seattle and is linked to regional transportation facilities including I-5, SR-99 and South Transit's Link Light Rail system. The Mercer Corridor project will provide the facilities to make the sustainable growth of South Lake Union a reality.

Roadway capacity : The new configuration with a two-way Mercer and narrower Valley Street will eliminate the existing circuitous route for over 39,000 general traffic vehicles per day. Overall travel times and safety will be improved for these travelers. Queues at the exit of I-5 onto Mercer will be significantly reduced, reducing idling and congestion on I-5. As mentioned above, improvements will reduce collisions along the corridor, improving traffic flow and reducing emissions.

Transit: This Regional Growth Center is home to the new South Lake Union Streetcar, which connects the Center to Downtown Seattle. The Streetcar is the first segment of a growing network which will connect various centers to one another with an attractive and convenient alternative to driving. Pedestrian improvements will increase access to the streetcar and other transit service in South Lake Union. Improvement to Mercer Street provides a direct two-way corridor between Uptown, South Lake Union and First Hill/Capitol Hill, allowing implementation of new transit service along Mercer connecting these three regional growth centers as planned for in the South Lake Union Transportation Plan and Seattle Transit Plan.

Bicycle and pedestrian facilities: The project includes significant improvements for bicyclists and pedestrians, including 1 mile of bike lanes, 6 blocks of the Lake to Bay Trail, 21 curb bulbs, 32 block faces of improved and widened sidewalks, medians and landscaping will all contribute to a sense of place as well as enhance safety and convenience for these groups. All intersections will have ADA compliant curb ramps, improved crossing markings and pedestrian countdown signals at signalized intersections.

Signalization and ITS - Signal improvements will be made at 12 intersections. ITS features will be installed resulting in greater efficiency and safety for all travelers. ITS features include the addition of several Variable Message Signs (VMS), installation of new camera's and fiber to enhance emergency response, and video detection for signals. The Mercer Corridor is a state designated T-1 truck route. Design of the corridor improvements took into account freight needs, incorporating features to improve freight movement. Freight improvements include more efficient travel by decreasing the number of turns required on the major truck route, ensuring adequate truck turning radius requirements are incorporated into overall design, and VMS placement for eastbound travel to indicate which eastbound freeway route would be more efficient.Improved traffic flow will reduce diesel truck idling and queues at I-5 and along the corridor to and from 4 Regional Growth Centers and Ballard Manufacturing/Industrical Center.

Other - In addition to the transportation improvements identified above, the Mercer Corridor project will provide improved electrical distribution and transmission infrastructure, improving energy efficiency, allowing for more surface features, such as trees, and improving safety by removing overhead wires that could be brought down during storms, etc. Street lighting and signalization systems will be improved. The Mercer Corridor project incorporates a wide variety of innovative "green" features, including natural drainage systems pioneered by SDOT and Seattle Public Utilities.

Mercer Corridor will provide the first large scale test of these system along arterial streets. These drainage features will increase green space within South Lake Union, improving overall environmental quality.

E. Project Readiness/Financial Plan (10 Points)

Introduction: Two primary tools will be used to obtain information needed to judge a project's ability to proceed: responses to the project readiness question (14) and financial plan question (15) below. The primary objective of the evaluation is to determine whether a sponsor has assembled all of the funding needed to complete the project or phase(s), and when the sponsor will be ready to obligate the requested regional funding. All questions must be completely and accurately filled out in order for this information to be properly assessed. The information will be used to determine:

- When the sponsor can complete all prerequisites needed to obligate the project's requested PSRC funding.
- When the sponsor plans to obligate requested PSRC funding.
- The amount and source of secured funding for the project.
- The amount and source of reasonably expected but unsecured funding for the project.
- Whether PSRC's federal funds will complete the project or a phase of the project.

Note: The standard PSRC definitions will apply for determining when funding is "secured" or "reasonably expected to be secured." These definitions are included in Section 5 of the STP/CMAQ Regional Competition Call for Projects.

19. Project Readiness: Please fill out the questions below if your project is requesting funds for a Right-of-way (ROW) and/or Construction (CN) phase. Projects requesting funds only for a Preliminary Engineering phase need not answer question #19.

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before STP and CMAQ funding is typically eligible to obligate. These questions are designed to identify those requirements and assist sponsors to:

- Identify which requirements apply to their specific project.
- Identify which requirements have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all requirements not yet completed.

Important instructions: For question 19A below, select one of the three options from the drop-down list for each item that applies at the time of submission of this application. These items are based on the documentation requirements for obligation of federal funds. For any item where "Item not yet completed" is selected, and for any additional requirements pertaining to the project, provide details in question 19B, including the estimated schedule for completion.

19A. Check all items that apply below. Note: if no ROW is required for the project, select "not needed" for sections b through g.

Already completed a. Final FHWA or FTA approval of environmental documents including:
- Already completed - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.
- Already completed - Section 106 Concurrence.
- Already completed - FHWA/FTA Environmental Classification Summary Checklist (or EA or EIS).

Already completed b. True Cost Estimate for Right of Way.
Already completed c. Right-of-way Plans (stamped).
Already completed d. Relocation Plan (if applicable).
Not yet completed e. Right-of-way Certification.
Not needed f. Certification Audit by WSDOT R/W Analyst.
Not yet completed g. Relocation Certification, if applicable.
- Already completed - WSDOT Certification Audit of Relocation Process, if applicable.

Already completed h. Engineer's Estimate.
Not yet completed i. All environmental permits obtained (e.g., Army Corps of Engineers Permit, HPA, etc.)

19B. Additional information: Include details on any items above that are not yet completed and provide an estimated schedule. Please provide any additional information as appropriate (e.g., status of planning, environmental documentation, permits, design, etc.).

The NEPA EA has been reviewed and approved for public review by WSDOT and FHWA. The public review process for both the NEPA EA and the SEPA Checklist is complete as of Feb. 13, 2009. The FONSI and the final 4(f) have been submitted to WSDOT and FHWA for final approval. We expect to receive final approval of the EA thru a FONSI determination in April 2009. The final 4(f) approval will correspond with the date of the FONSI determination. SDOT has applied for coverage under the NPDES Construction Stormwater General Permit. SDOT has applied for a Shoreline Substantial Development Permit. We expect to receive approval of both permits by May 2009.The project design is 100% complete and Bid-Ready. The Right-of-Way acquisition and business relocation process is well underway. Right-of-Way plans have been completed. All acquisitions and business relocations should be complete by the end of April,2009. ROW Certification will be requested in late-April 2009, with an expected certification approval in May 2009.SDOT will advertise for construction in late June 2009, with physical construction to begin in late August or early September 2009.

20. Financial plan: Please fill out Tables A through D below and corresponding questions E through F. The purpose of the tables and questions is to allow sponsors to fully document their project's financial plan and schedule. Tables A, B, and C build upon one another to provide the estimated cost of each phase as well as a project's total cost (Table D). The tables require sponsors to list the federal funds being requested from the Regional Competition (Table A), as well as ALL other sources of secured (Table B) and unsecured (Table C) funds needed to complete the project.

Guidelines:

- All requested information must be provided to earn maximum points.
- Provide financial information for all funding types in every applicable phase, and use a separate row for each funding source.
- Totals of federal and other funds listed in Tables A, B, and C should equal the total project cost in Table D.
- Funding commitment letters must be provided for all financial partners.

Required Match: A minimum of 13.5% match is required for both STP and CMAQ funds. Sponsors of projects awarded funds through this competition will be required to provide information on these matching funds at a later date.

Table A: Funding Requested from Regional Competition

Phase	Estimated Obligation Date by Phase (mm/dd/yy)	PSRC Federal Funding Source (enter either STP or CMAQ; choose only one)	PSRC Federal Funds Amount
Construction	12/31/2010	STP	$15,000,000
			$
			$
		Totals:	$15,000,000

Table B: Existing Secured Funding

Phase	Estimated Obligation date by Phase* (mm/dd/yy)	Source	Amount
Design	11/20/2006	Local & STP (U)	$14,800,000
ROW	11/24/2008	Local & Private	$69,700,000
Construction	11/24/2008	Local & Private	$65,900,000
			$
			$
		TOTAL:	$150,400,000

*For tables B and C, "obligation" may be defined as expenditure or other commitment of funds. For assistance, please refer to "Definitions for Secured and Reasonably Expected to be Secured Funding" in Section 5 of the Call for Projects.

Table C: Needed Future Funding (Unsecured) Note: do not include the grant funds requested in Table A

Phase	Estimated Obligation date by Phase (mm/dd/yy)	Source	Amount
Construction	12/31/2009	Surplus ROW sales	$5,000,000
Construction	12/31/2009	National Transportation System (ARRA)	$25,000,000
Construction	12/31/2010	TIB	$5,000,000
			$
			$
		TOTAL:	$35,000,000

Table D: Total Project Cost and Schedule (Please provide the total estimated cost and scheduled completion date for each phase of the project.)

Total Estimated Project Cost		**Scheduled Completion of Phases**	
Phase	Total Estimated Cost	Phase	Scheduled Completion Date (mm/dd/yy)
Planning:	$3,000,000	Planning:	02/09/07
Preliminary Engineering/Design:	$11,800,000	Preliminary Engineering/Design:	06/22/09
Right of Way:	$69,700,000	Right of Way:	05/01/09
Construction:	$115,900,000	Construction:	09/16/12
Other (Specify) :	$	Other (specify) :	
Total Project Cost:	$200,400,000	Estimated date of completion (i.e. open for use)	12/01/12

E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained:
CN

F. If unable to completely fill out Table D (Total Project Cost and Schedule): Use the space below to explain the nature of any project for which the total project cost and/or schedule is presently unknown. For example, a project may study the merits/costs of various routes or construction techniques and, consequently, the total project costs won't be determined until the study is complete.

Surplus right-of-way sales reasonably assured (existing City ROW, City Council Ordinance stating intent to dedicate property proceeds to Mercer Corridor project)

F. Other Considerations (No Points)

21. Please describe any additional aspects of your project not previously addressed in the application that could be relevant to the final project recommendation and decision-making process, particularly those relating to the support of centers and connecting corridors. Note: no points will be given to this section.